

What Federal transportation programs are impacted by adjustments to urban area boundaries?

The following FHWA Programs still distinguish between urban and rural areas:

Highway Functional Classification - The highway functional classification system distinguishes both by type of roadway facility and whether that road is located in an urban or rural area. A specific type of roadway facility may have different design criteria depending on whether it is in a rural or urban area, but highway design criteria are not applied strictly according to an urban versus rural boundary designation.

HPMS Reporting - FHWA's Highway Performance Monitoring System (HPMS) requests States to report annual highway statistics (i.e., lane and centerline miles, VMT, etc.) by highway functional classification, including urban versus rural. Several tables in FHWA's annual Highway Statistics Report also summarize information by urban versus rural classifications.

Distribution of STP Funds - 23 USC 133(d)(3)(B) guarantees that a minimum of 110% of the amount of funds apportioned to the State in FY 1991 for the Federal-Aid secondary system must be spent in rural areas. A rural area is defined as any area of the State that is outside of the Federal-Aid Urban Area (FAUA) boundaries. This provision only affects where funds may be spent within a state, not how much money the state actually receives.

STP Apportionment Formula - 23 USC 104(b)(3) includes, as part of the apportionment formula for STP funding, lane-miles and VMT on Federal-Aid highways within the state. Federal-Aid highways include all highway functional classifications except local roads and rural minor collectors. Expanding the boundary of urban areas within the state may change some rural minor collectors to urban collectors, making them eligible as federal-aid highways. The impact on apportionment of federal aid funding is insignificant, however.

Control of Outdoor Advertising - The Outdoor Advertising Control Program, 23 USC 131, uses the Urban Area definition in 23 USC 101(a)(36) to specify the boundary between locations where signage can be placed beyond 660 feet and be intended to be read from the highway.

For More information visit the FHWA site at:

<http://www.fhwa.dot.gov/planning/census/faq2cdt.htm#3>

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